desh for the manutacture of packing cases is more than what is silviculturally permissible; and

(b) what steps Government propose to take to prevent this un-scientific exploitation of forests?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) No, Sir.

(b) Does not arise.

निरीक्षण निदेशालय में असैनिक अधिकारियों का तबादला

2164. **डा० रत्नाकर पाण्डेय** : क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रक्षा मंत्रालय के अधीन निरीक्षण निदेशालय में कार्यरत असैनिक अधिकारियों का तबादला अधिक से अधिक पांच वर्षों के अंतराल के बाद कर दिया जाता है;

(ख) क्या यह भी सच है कि निदेशालय के कानपुर स्थित कार्यालय में कार्यरत कुछ अधिकारियों को इस व्यवस्था के क्षेत्राधिकार से बाहर रखा गया है हालांकि वे वहां पर पिछले पच्चीस वर्षों से लगातार कार्यरत हैं; और

(ग) यदि हां, तो उसके क्या कारण हैं ?

रक्षा उत्पादन और रक्षा पूर्ति विभाग में राज्य मंत्री (श्री सुख राम) : (क) जी, हां, सिवाय उन कुछ मामलों के जिनमें प्रशासनिक या अनुकम्पा के आधार पर पांच वर्षों के बाद भी तबादला न करना आवश्यक होता है।

(ख) जी, हां, ऐसे कुछ अफसर हैं जिन्हें कानपुर में पांच वर्ष से अधिक समय हो गया है। परन्तु एक ही अफसर ऐसा है जो पच्चीस वर्षों से अधिक समय से कानपुर में कार्यरत है और उसको कानपुर से बाहर स्थानांतरित करने पर इस समय विचार किया जा रहा है।

(ग) कानपुर में स्थित अधिकांश स्थापनाएं, सामान्य भंडार वस्त्र तथा रसायनों से संबंधित काम करती हैं और इन दो विषयों से संबंधित अधिकांश पद कानपुर में हैं। इसलिए कानपुर से बारी-बारी स्थानांतरित किए जानेवाले अफसरों के मुकाबले अन्य स्टेशनों में उपयुक्त रिक्तियां उपलब्ध न होने के कारण इन अफसरों को नियमित रूप से स्थानांतरित करते रहना प्रशासनिक दृष्टि से कठिन हो जाता है।

Grounding of Mig-21 Aircraft

2165. SHRI KRISHNA KUMAR BIRLA: Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that because ol the aircraft accidents in quick succession in 1984 and 1985 involving MIG-21 aircraft, most of which aircnaft were from tho batch manufactured by the Hindustan Aeronautics Limited (HAL), over 300 Migs had to be grounded; and

(b) if so, what are the details thereof, stating the main causes identified for the rash of Mig-21s the result of the checks carried on the fleet of Mig-21s that were grounded and the steps taken by the Government in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE RESEARCH AND DEVELOPMENT (SHRI ARUN SINGH): (a) Air Headquarters carried out special checks in one of the Mig-21 variants in 1985, as over-heating of the engine was noticed in some aircraft. Air Headquarters grounded these aircraft for a short period as part of preventive measures. This special check included both aircraft of Soviet and Hin. dustan Aeronautics Limited manufacture.

(b) A study team, which investigated this matter found :

(i) Evidence of over-heating in the rear fuselage area,

(ii) That such over-heating could result in fire and failure of controls in case hydraulic teaks bad occurred in the overheated zone.

Necessary remedial action has been taken on the basis of the recommendations of the Study Team.

Lowering of IRDP Targets by Karnataka

2166. SHRI RAOOF VALIULLAH: Will the Minister of PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether it is a fact that the Planning Commission has commended the performance of Karnataka in implementation of the Twenty Point Programme;

(b) whether the Government of that State has unilatrally lowered the targets of IRDP and of other poverty elimination programmes; and

(c) if so, what is the Gove-nment's reaction in this regard and whether fresh targets have been assigned?

THE MINISTER OF PROGRAMME IMPLEMENTATION ((SHRI A. B. A. GHANI KHAN CHOUDHURY) . (a) No, Sir. The Planning Commission has not reviewed and commended the performance of Karnataka in implementation of the 20-Poin,t Programme. However, a teview was conducted in June, 1986 by the Minis. ter of Programme Implementation. According to this review, based on the figures furnished by the State Government, Karnataka's rank in implementation of the 20-Point Programme was 11th in 1985-86; registering an improvement of one position over the previous year and fonv positions over 1983-84. Further, out of 26 items the State registered poor performance i.e. below 80 per cent of the target in 5 items, and ' Very Good' performance i.e. 90 per cent and above in 20 items. The 'Good' performance of the State Government js creditable particularly j nview of the severe drought condition afflicting the State.

(b) No. Sir.

(c) Does not arise.

Underweighing of Foodgwins by F. C. L,

2168. SHRI PAWAN KUMAR BANSAL: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether it is a fact that at the time of booking of foodgrains by the Food Corporation of India the Railway Receipt§ mention the actual weight or only words "said to contain" on the basis of the statement of the FCI officials;

(b) if so, whether Government are aware of instances where the FCI officials actually loaded less weight but reported and obtained Railway Receipts for more so that on detection at the place of destination n[8] one is he-Id responsible for the shortage; and

(c) how many cases of such shortage were detected during last three years, year-wise?

THE MINISTER OF STATE IN 1HB MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI) AJIT (PANJA): fa) The Railway Receipts mention the number of bags and the weight as reported by the Food Corporation of India jn the forwarding note with the qualifying remarks said to contain* and 'senders weight acceptance'.

(b) Some cases of short loading have come to notice. In addition stocks have also been found short at the destination point which may be on account of pilfe-ragees enroute or shortage due to multiple handling.

(c) All such shortages which occur in transit are accounted as transit loss. These are investigated by the FCI and appropriate action taken. The transit loss suffered by FCI for the last three years has been as under:

(Qty. in Lakh M.T.)

Year	Quantity moved	Transit loss	Percentage to quantity moved
1982-83	188·6	5·14	2·73
1983-84	196·7	4·66	2·37
1984-85	166·3	3·92	2·36